

# BookletChart<sup>TM</sup>

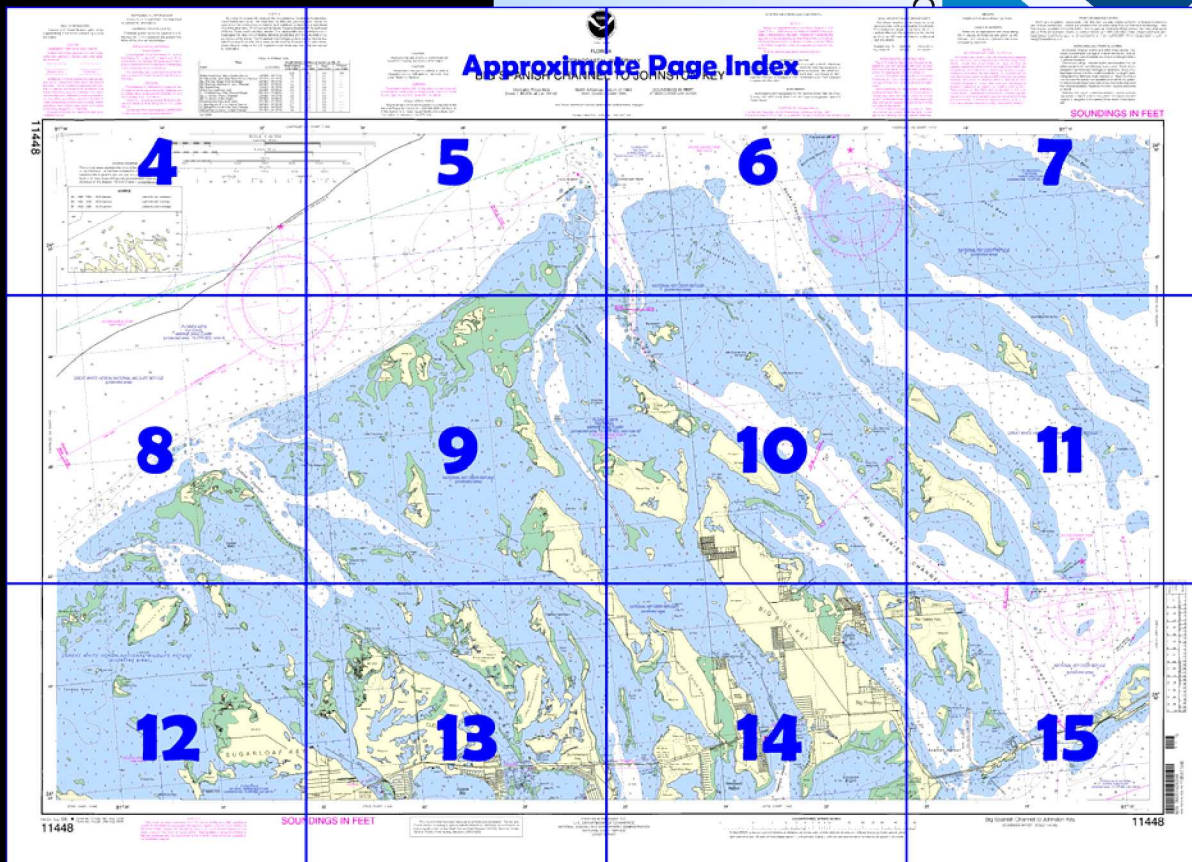
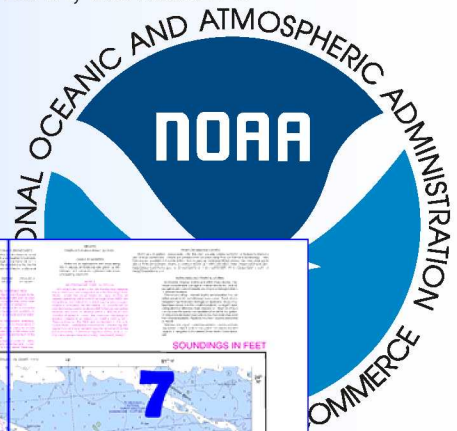
## Big Spanish Channel to Johnston Key

(NOAA Chart 11448)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

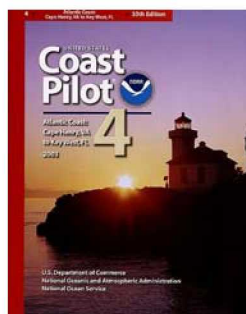
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [[Coast Pilot 4, Chapter 11 excerpts]

(98) **Niles Channel**, 18 miles westward of Sombrero Key Light, is the best channel from the Straits of Florida to the Gulf of Mexico between Bahia Honda Channel and Key West. The reported controlling depth, in April 1983, was 4 feet from Hawk Channel through Niles Channel and **Cudjoe Channel** to the Gulf. The south entrance to Niles Channel is marked by daybeacons, and the narrowest parts of the two channels are marked by private stakes.

The fixed highway bridge crossing Niles Channel has a clearance of 40 feet. The approach spans of the former highway bridge immediately southward are used as fishing piers; the piers extend 10 feet into either side of the navigation channel and are marked on the channelward ends by lights. Caution should be exercised to avoid pilings on the north side of the bridge. A rocky shoal extends northward from about 350 yards

from the bridge. A daybeacon marks the shoal at the north and south ends.

### [Coast Pilot 4, Chapter 12 excerpts]

Big Spanish Channel to Key West, north of Florida Keys  
(659) The northern alternate route of the Intracoastal Waterway leads northwestward from Bahia Honda through Big Spanish Channel, to Harbor Key Bank, thence along the north side of the Florida Keys to Northwest Channel, thence to Key West. In April 1983, it was reported that the controlling depth for this route was 2 feet. Numerous submerged pilings are also in this channel. Local knowledge is advised.  
(660) At Mile 1214.2A, the waterway passes through a crooked channel marked by daybeacons southwest of **Big Spanish Key**. Caution should be exercised in this shoal area. Northward of the key the color of the water is a good indication of the channel location.  
(661) At **Harbor Key Bank Light 45**, Mile 1218.3A, the waterway enters the Gulf of Mexico, turns westward and follows a course of 246° for about 28 miles to the lighted bell buoy at the entrance to Northwest Channel, Mile 1251.1A. A course closer to the Florida Keys should not be attempted because the landmarks are difficult to identify and the bottom inside the 18-foot contour rises abruptly.  
(662) Use charts 11442 and 11441 westward of Johnston Key to Northwest Channel, thence to Key West, Mile 1260.3A. Northwest Channel and Key West are described in chapter 11.



# Table of Selected Chart Notes

Corrected through NM Aug. 12/06  
Corrected through LNM Aug. 08/06

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.45 MHz
Key West, FL	WXJ-95	162.40 MHz

## CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding westward.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## OVERHEAD POWER CABLES

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

For Symbols and Abbreviations see Chart No. 1

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay. The authorized Federal project extension from Cross Bank (Florida Bay) to Key West has not been improved.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.511" northward and 0.703" eastward to agree with this chart.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**OVERHEAD POWER CABLES**  
Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

**INTRACOASTAL WATERWAY**  
**Project Depths**  
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay. The authorized Federal project extension from Cross Bank (Florida Bay) to Key West has not been improved. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**Distances**  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

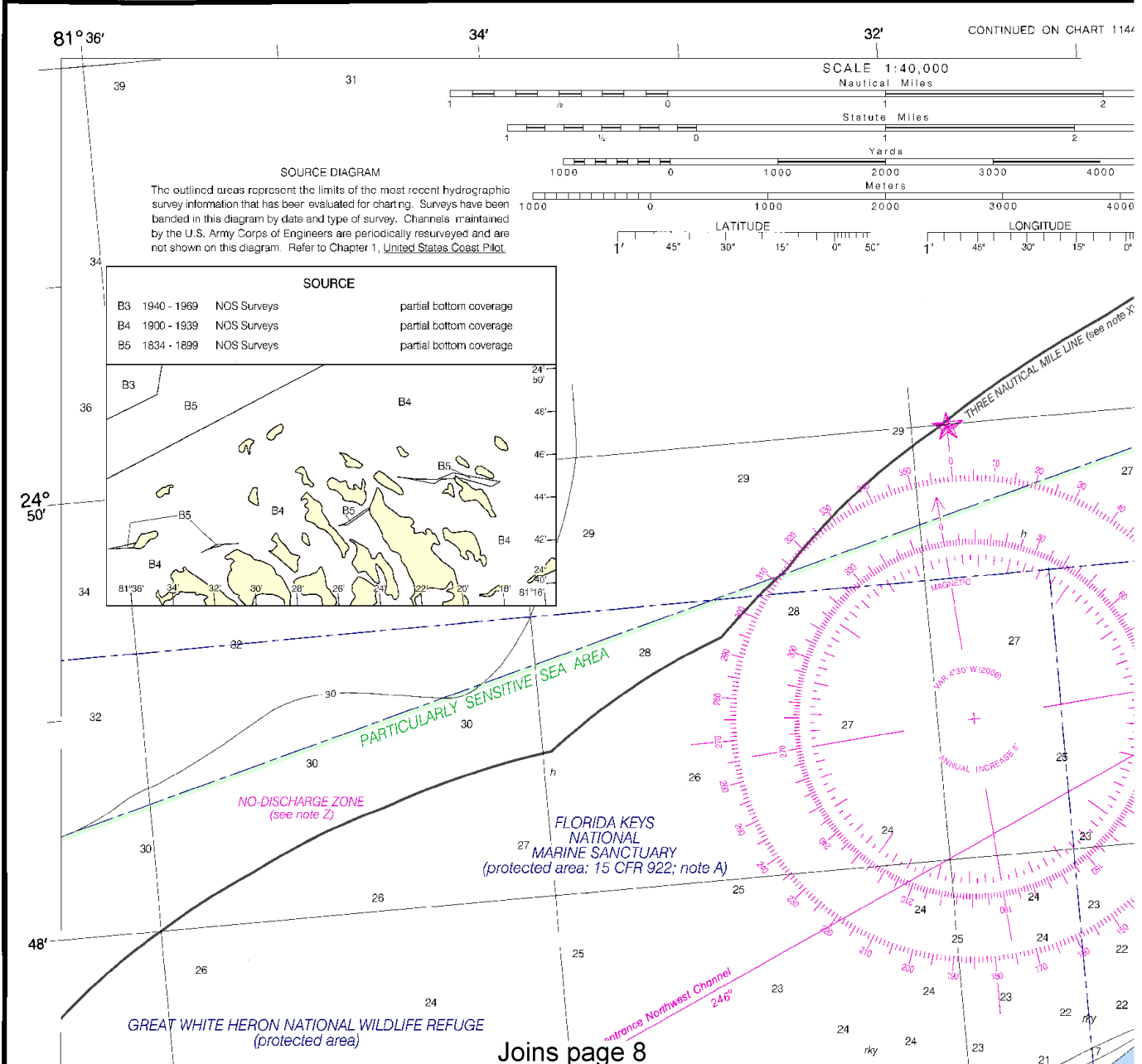
**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**TIDAL INFORMATION**

Name	Place (LAT/LONG)	Height referred to datum of soundin		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bahia Honda Key, Bahia Honda Channel	(24°39'N / 81°17'W)	feet 1.5	feet 1.3	feet 0.1
No Name Key (east side) Bahia Honda Channel	(24°42'N / 81°19'W)	1.2	0.9	0.2
Big Pine Key, Bogle Channel Bridge	(24°42'N / 81°21'W)	1.2	1.0	0.2
Big Pine Key, Newfound Harbor Channel	(24°39'N / 81°23'W)	1.5	1.3	0.1
Big Spanish Key	(24°47'N / 81°25'W)	3.3	3.0	0.4
Howe Key (northwest end)	(24°46'N / 81°26'W)	2.8	2.6	0.3
Summerland Key, Niles Channel Bridge	(24°40'N / 81°26'W)	1.3	1.0	0.1
Big Torch Key, Harbor Channel	(24°44'N / 81°27'W)	2.8	2.5	0.3
Big Torch Key, Niles Channel	(24°42'N / 81°26'W)	1.2	0.9	0.2
Knockdown Key (north end)	(24°43'N / 81°29'W)	2.4	2.1	0.3
Cudjoe Key (north end), Kemp Channel	(24°42'N / 81°30'W)	2.7	2.5	0.3
Sugarloaf Key (north end), Bow Channel	(24°42'N / 81°33'W)	2.3	2.0	0.2
Sawyer Key (outside), Cudjoe Channel	(24°46'N / 81°34'W)	2.6	2.4	0.1

(Jun 2006)

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Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



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**PARTICULARLY SENSITIVE SEA AREA**  
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Soundings (MLLW)	
Mean Water	Extreme Low Water
at	feet
1	---
2	---
1	---
4	---
3	---
1	---
3	---
2	---
3	---
2	---
1	---



FLORIDA  
INTRACOASTAL WATERWAY

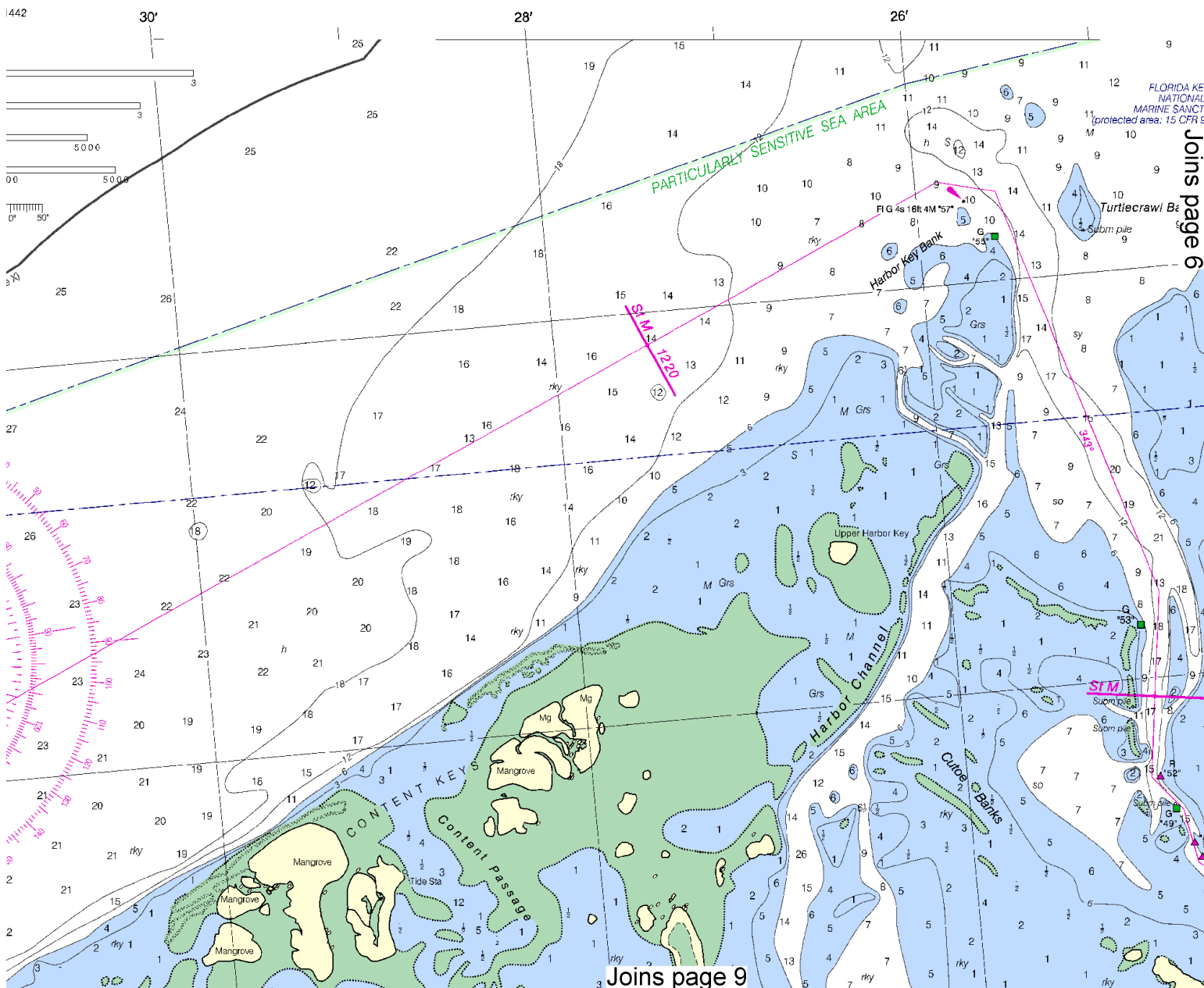
# BIG SPANISH CHANNEL TO JO

Mercator Projection  
Scale 1:40,000 at Lat. 24°45'

North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Formerly C&GS 659, 1st Ed., Apr. 1969 KAPP 326



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

5



For Symbols and Abbreviations see Chart No. 1

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FLORIDA

INTRACOASTAL WATERWAY

# CHANNEL TO JOHNSTON KEY

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

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## AUTHORITIES

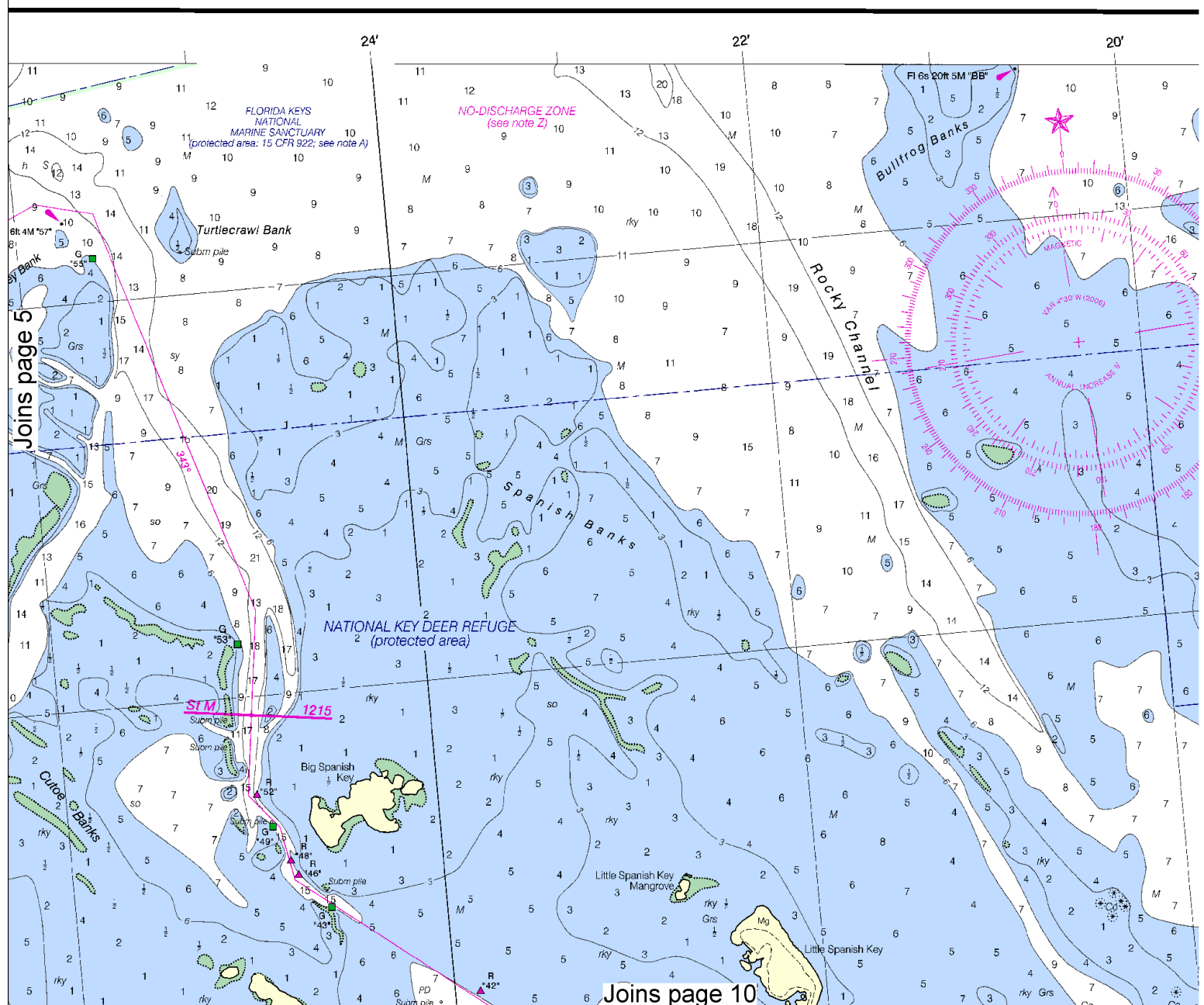
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS. 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
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Formerly C&Gs 659, 1st Ed., Apr. 1959 KAPP 326



6



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





# WEATHER RADIO BROADCASTS

OAA Weather Radio stations listed provide continuous weather broadcasts. Operation range is typically 20 to 40 miles from the antenna site, but can be as 100 nautical miles for stations at stations.

Key, FL WWG-60 162.45 MHz  
 , FL WXJ-95 162.40 MHz

# INTRACOASTAL WATERWAY AIDS

3. Aids to Navigation System is designed with nautical charts, and the exact aid to navigation may not be clear appropriate chart is consulted. navigation marking the Intracoastal Waterway exhibit unique yellow symbols to them from aids marking other water-

Following the Intracoastal Waterway from Norfolk, VA to Cross Bank in FL, aids with yellow triangles should be the starboard side of the vessel and yellow squares should be kept on the left of the vessel.

Port yellow band provides no lateral information, but simply identifies aids to navigation marking the Intracoastal Waterway.

# HEIGHTS

Heights in feet above Mean High Water.

# CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding westward.

# NOTE Z

## NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/coww/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/coww/oceans/regulatory/vessel_sewage/).

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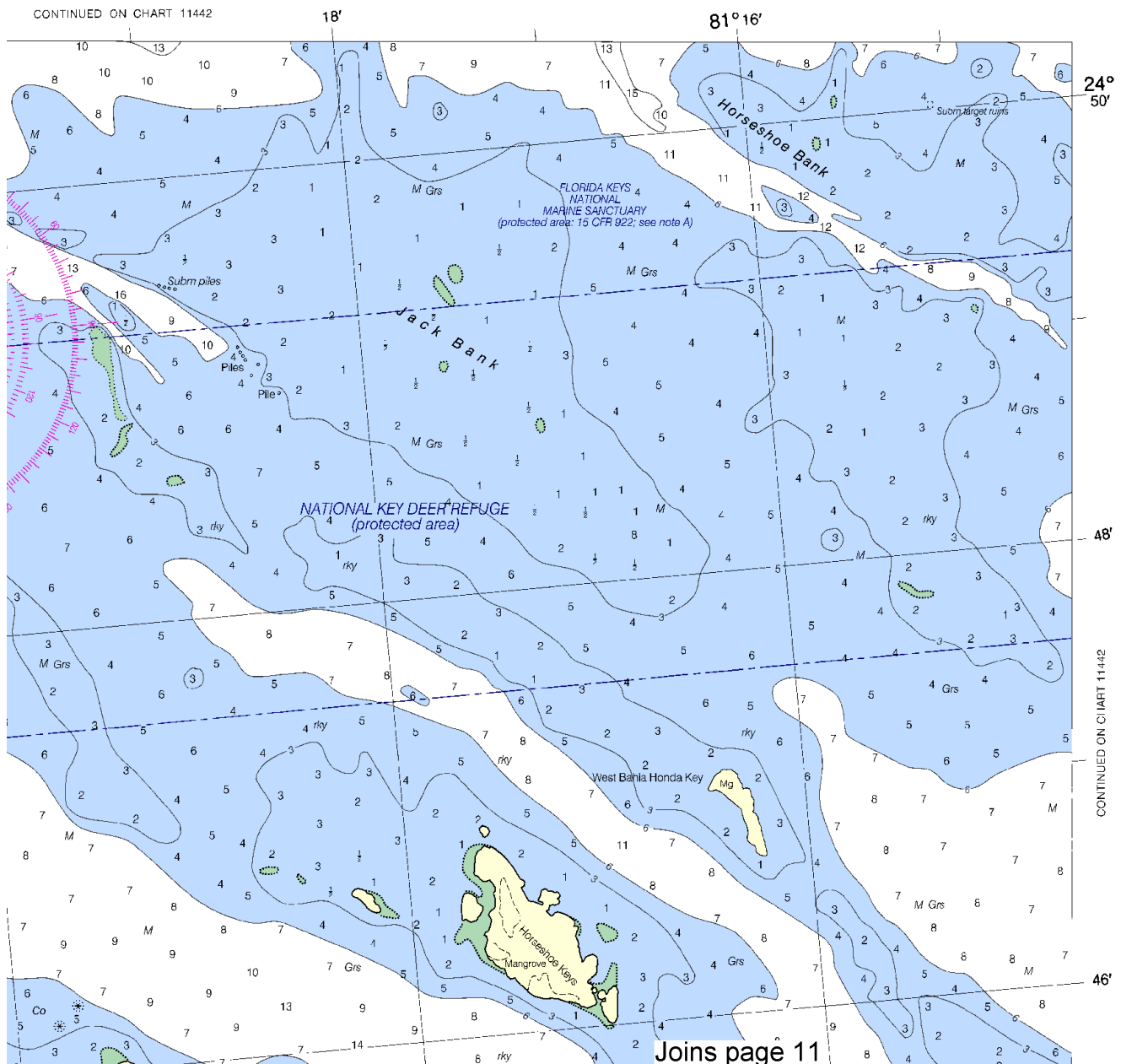
# HURRICANES AND TROPICAL STORMS

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

# SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

30 PARTICULARLY SENSITIVE SEA AREA

NO-DISCHARGE ZONE  
(see note Z)

27 FLORIDA KEYS  
NATIONAL  
MARINE SANCTUARY  
(protected area: 15 CFR 922; note A)

GREAT WHITE HERON NATIONAL WILDLIFE REFUGE  
(protected area)

Northwest Channel  
246

CONTINUED ON CHART 11442

State  
Mile

Joins page 12

Printed at reduced scale.

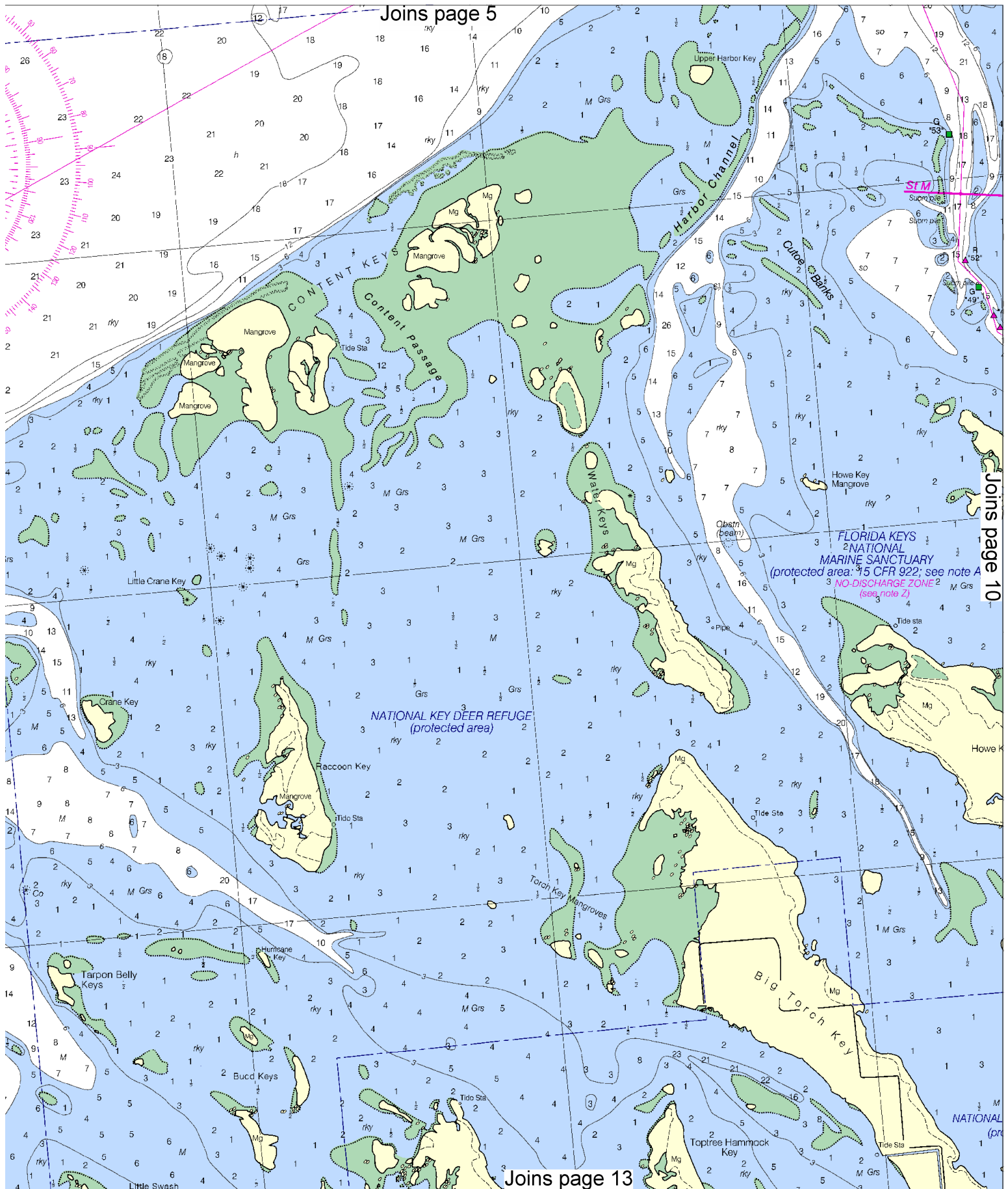
~~SCALE 1:40,000~~  
Nautical Miles

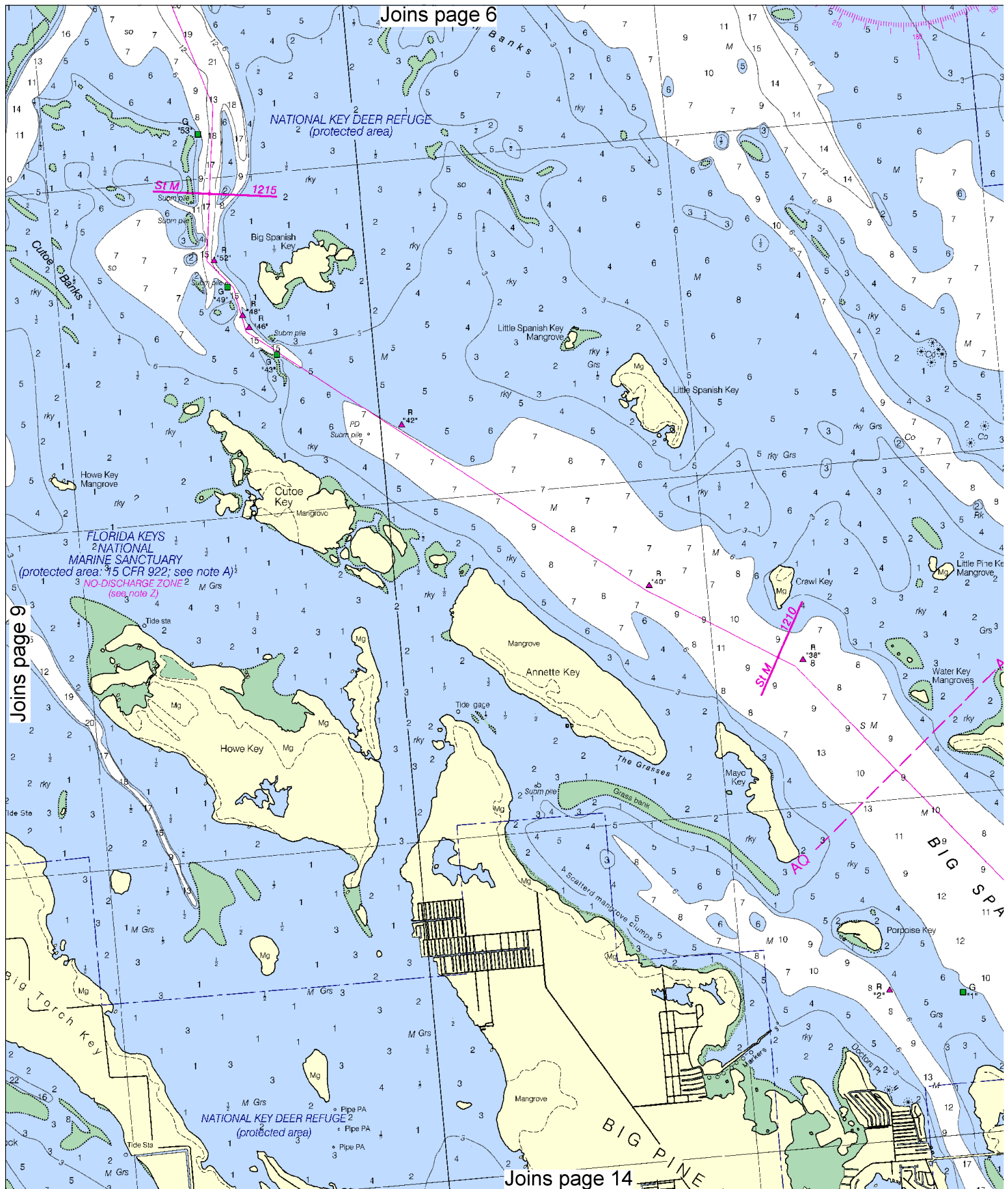
See Note on page 5.

## North

The image shows two horizontal number lines. The top number line is labeled 'Nautical miles' and has major tick marks at 1,  $\frac{1}{2}$ , 0, 1, 2, and 3. The bottom number line is labeled 'Yards' and has major tick marks at 1000, 2000, 3000, 4000, and 5000. Both lines have smaller, unlabeled tick marks between the major ones.







10

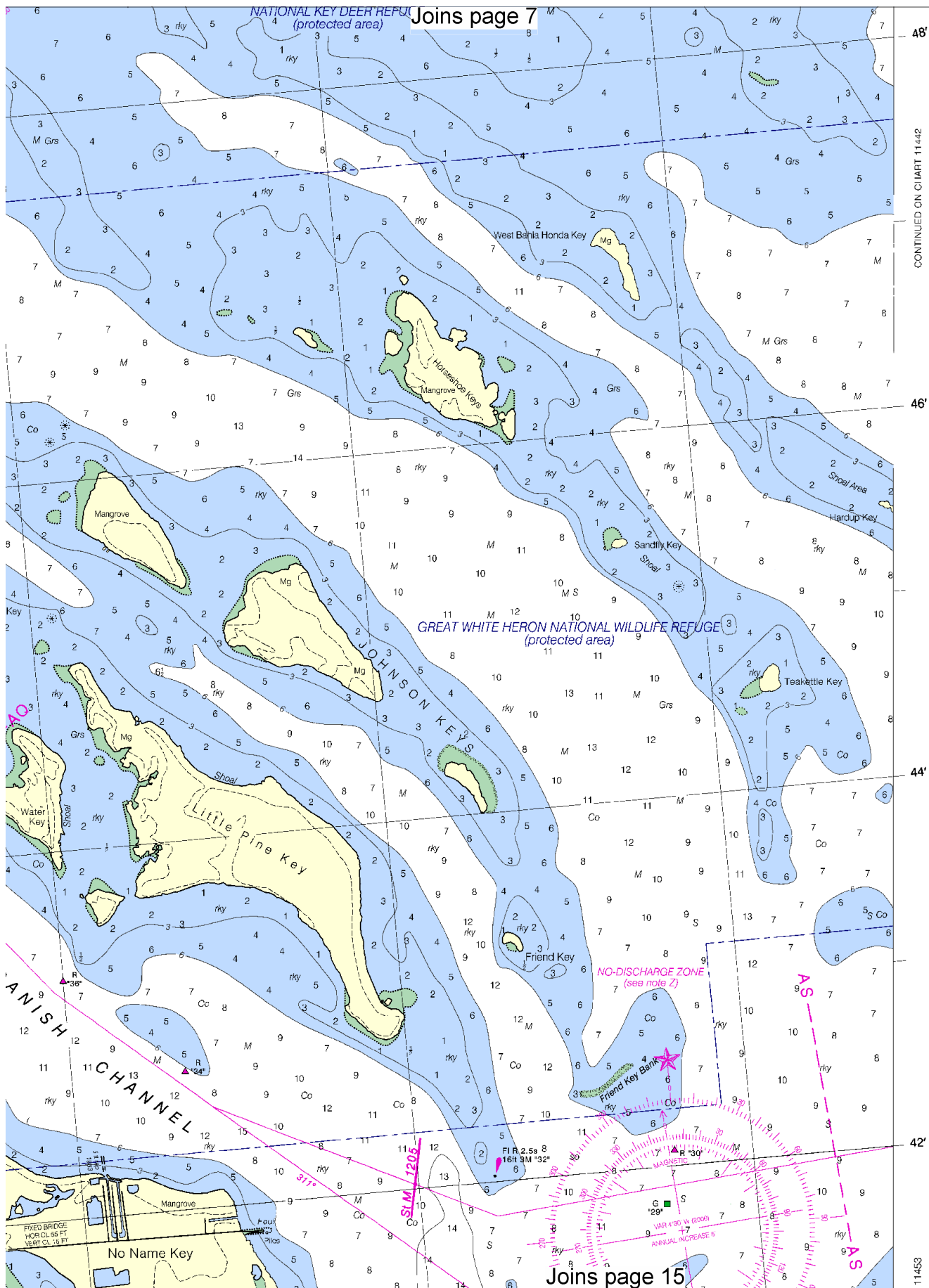


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

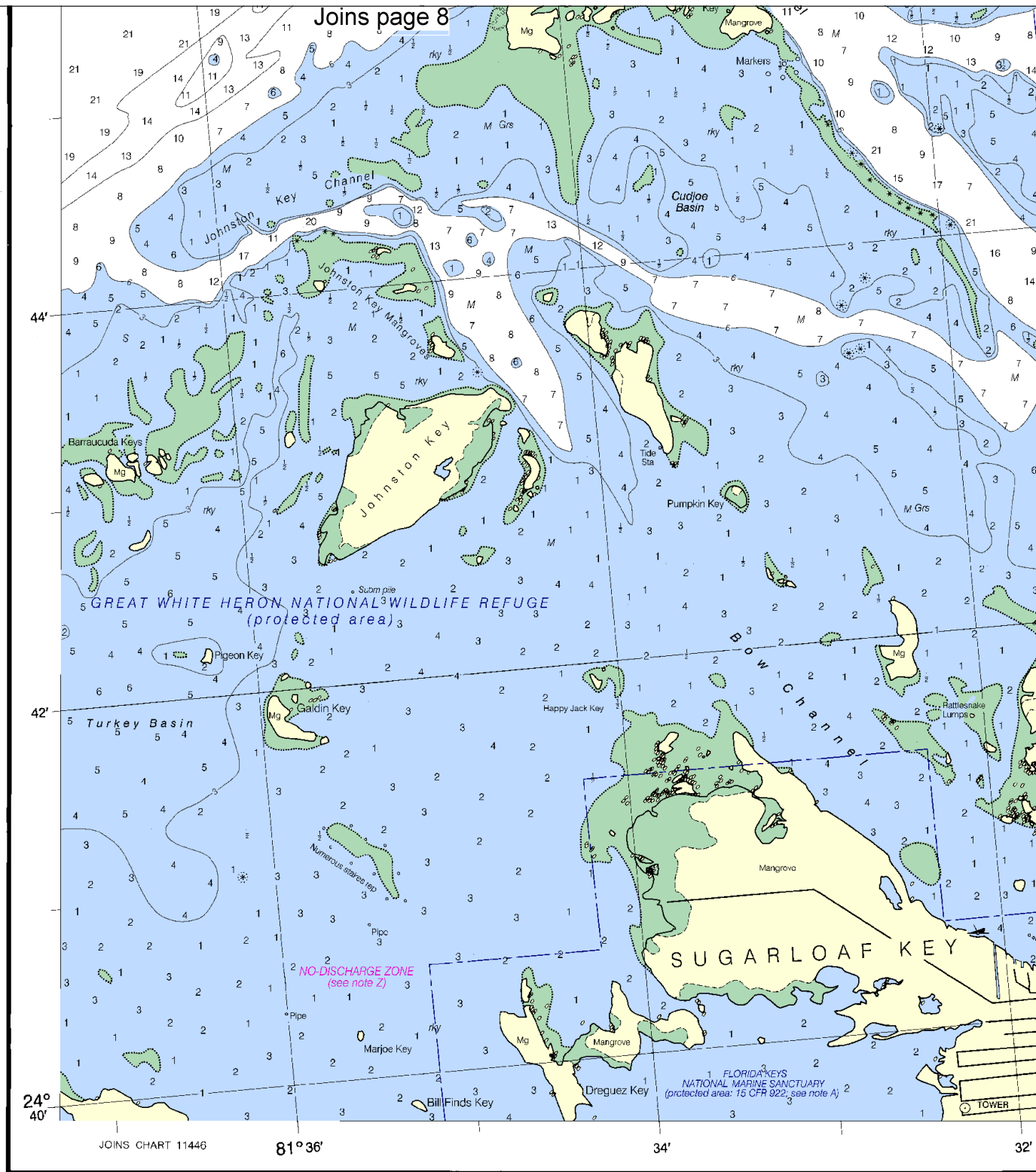




CONTINUED ON CHART 11442

11453





15th Ed., Aug. /06 ■ Corrected through NM Aug. 12/06  
Corrected through LNM Aug. 08/06

11448

CAUTION

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SOUNDING

12

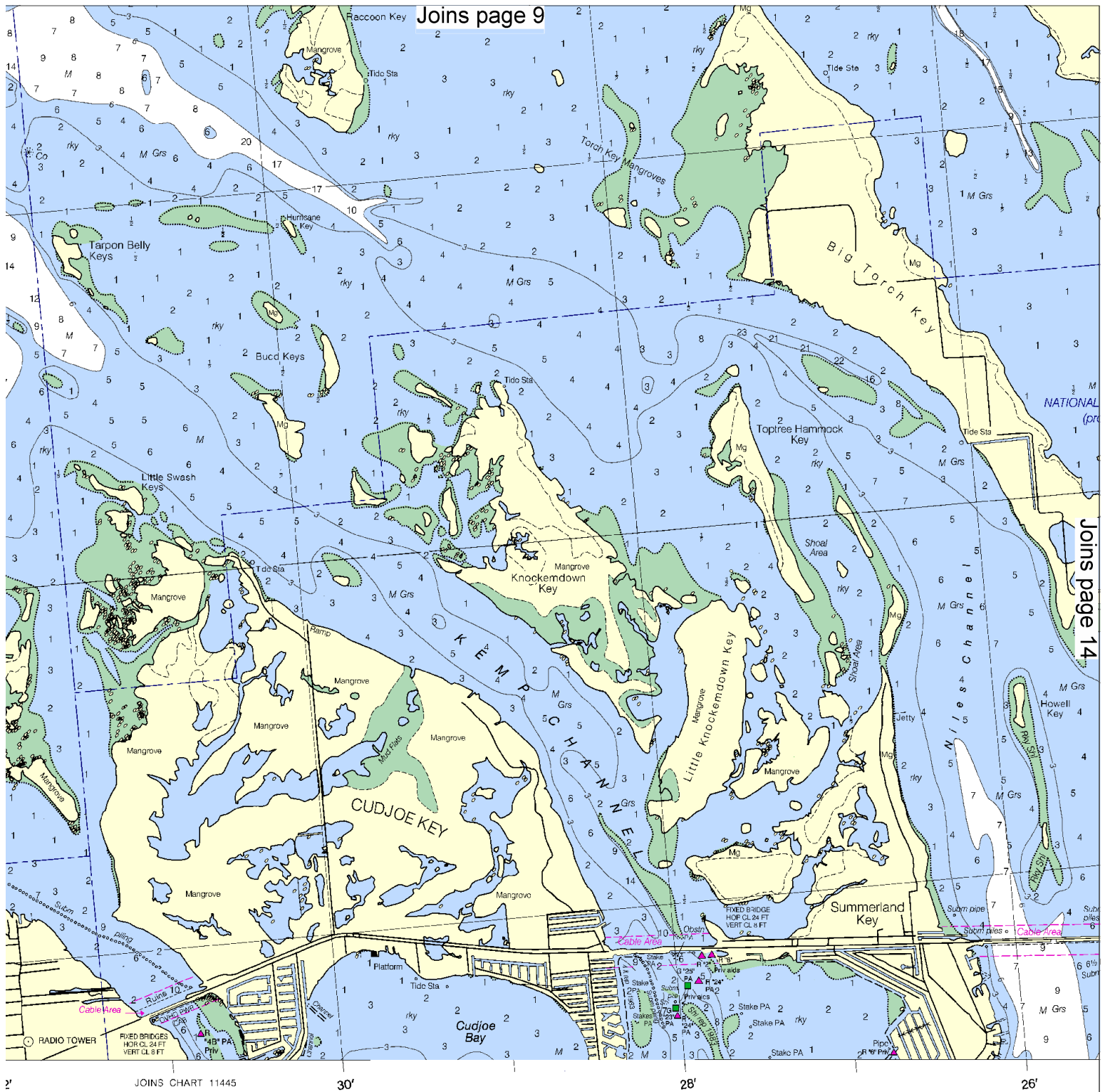


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

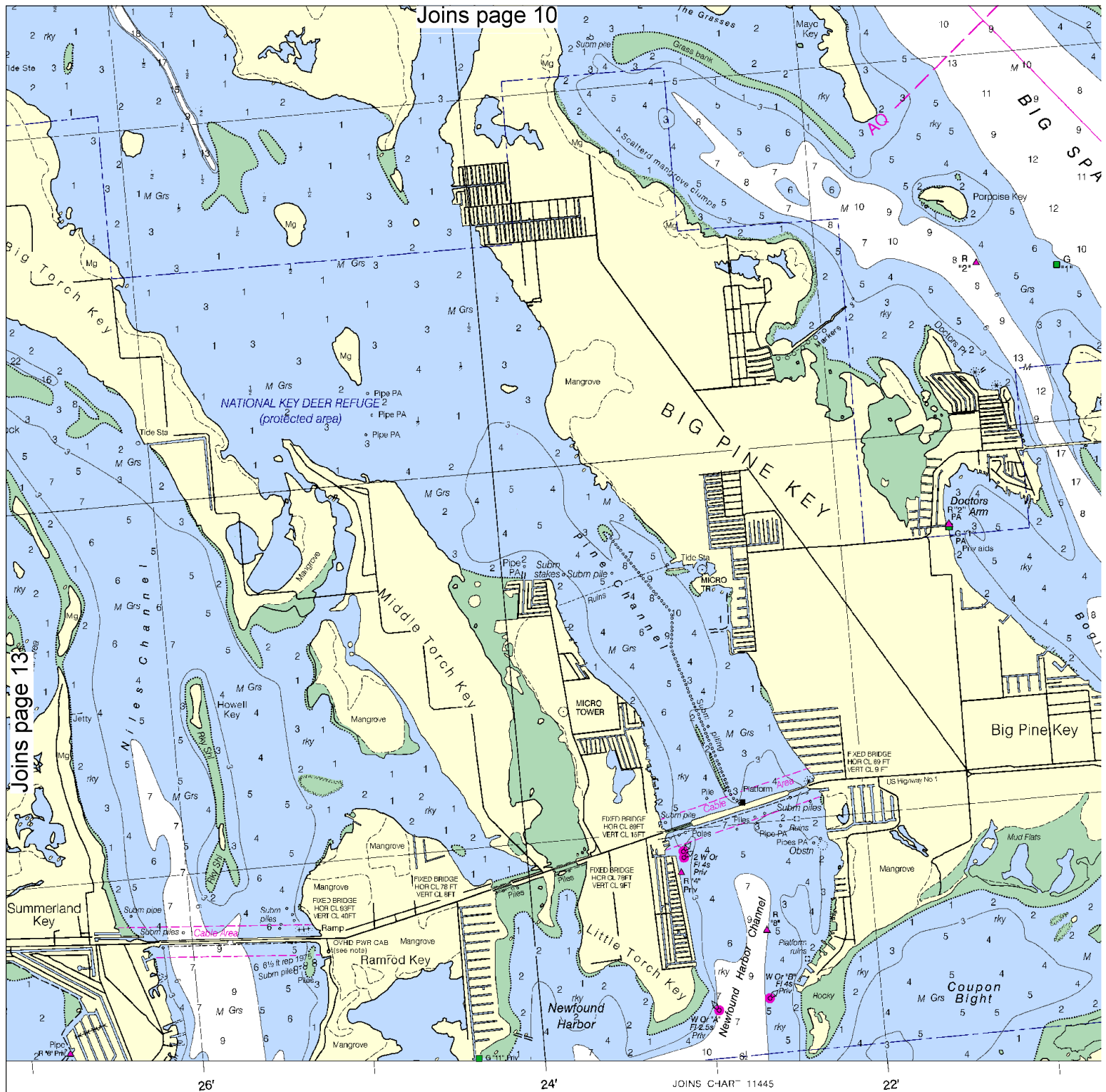




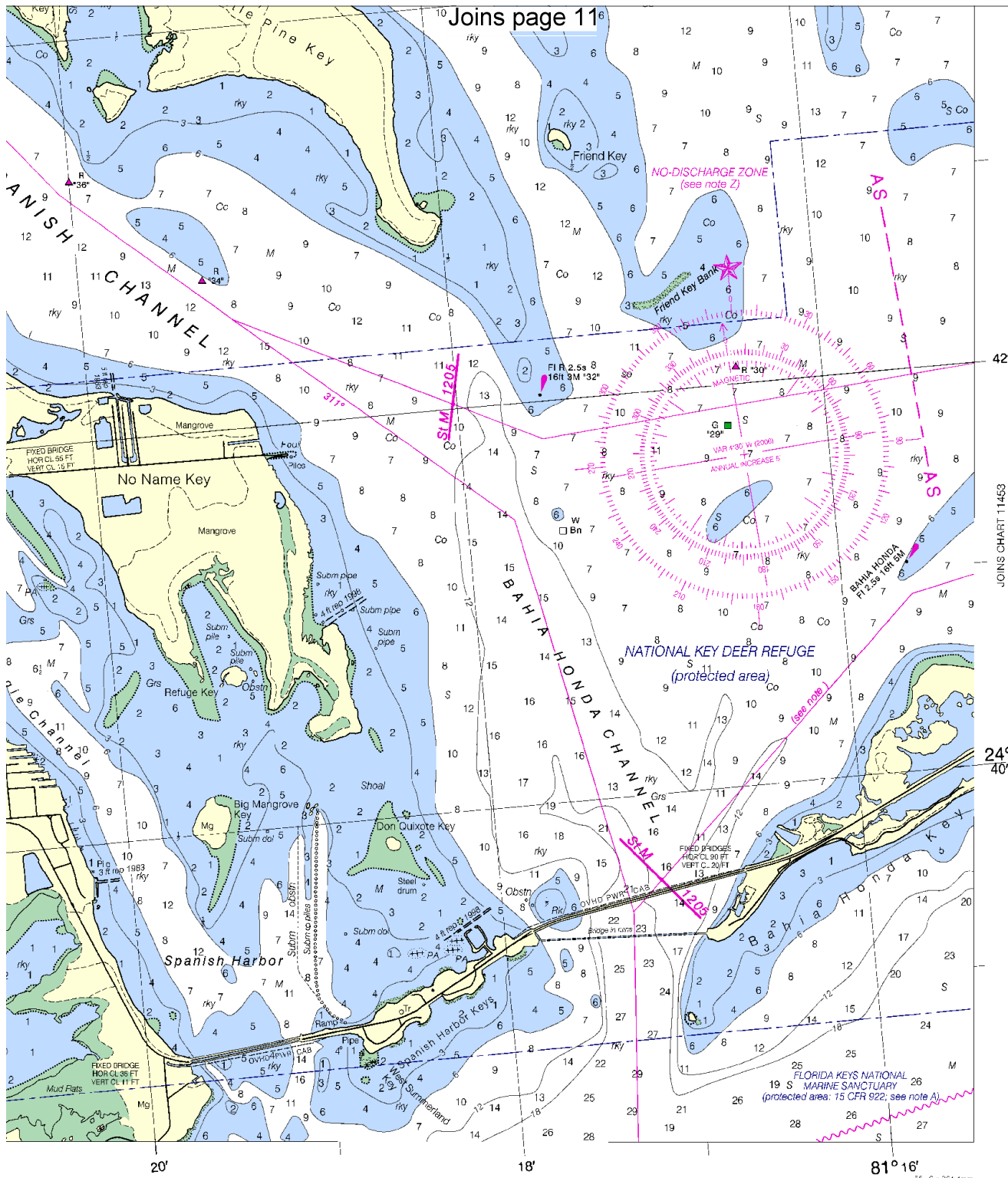
GS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



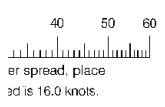




FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6
7	42	7
8	48	8
9	54	9
10	60	10
11	66	11
12	72	12
13	78	13
14	84	14
15	90	15
16	96	16
17	102	17



NSN 7642014010249  
 XHA11448



Big Spanish Channel to Johnston Key  
 SOUNDINGS IN FEET - SCALE 1:40,000

11448

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Key West** – 305-292-8856

**Coast Guard Marathon** – 305-743-6388

**Marathon Sheriff's Dept.** – 305-289-2401

**Coast Guard Key West** – 305-292-8856

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).